

D-187

Circa 1870

Dorchester and Delaware Railroad Depot  
Trenton Street, Cambridge  
Private

The former Cambridge railroad depot, now used as a real estate office, is typical of small-town depots on the Eastern Shore: it is, for example, almost identical to the one in Easton. It is a simple rectangular frame structure with a hip roof with a wide overhang supported by diagonal bracing. The center of both sides is a protruding portion, probably the former ticket office. Three bays flank the office on each side. One small dormer is located approximately in the center on both main facades.

It was built sometime after 1869 when the Dorchester and Delaware Railroad bought the land. The railroad itself was completed that same year between Cambridge and Seaford, Delaware, where it connected to a trunk line going to Wilmington and eventually to Philadelphia. The railroad provided easy access to regional and national markets for the seafood and farm produce of Dorchester County, and helped cause Cambridge's rapid economic expansion and population growth in the late-nineteenth and early-twentieth centuries. (The Dorchester and Delaware went bankrupt in 1883, however, it was sold to the Pennsylvania Railroad, which renamed it the Cambridge and Seaford.)

With the decline of rail passenger service in the mid-twentieth century, the station fell into disrepair, and even suffered the indignity of serving for a time as a bus station. In 1975, the Hubert S. Nichols real estate firm leased the entire station and converted it into the company's head office. Thus, the building now serves as an excellent example of adaptive use, putting an old neglected structure to a new practical use. The

station has been repainted in the original colors, and railroad antiques have been collected and placed in the office to complement the late-nineteenth century atmosphere. The office is said to date from 1869.

MARYLAND HISTORICAL TRUST

D-187

100187464

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

**Dorchester and Delaware Railroad Depot**

AND/OR COMMON

**Hubert S. Nichols Real Estate**

**2 LOCATION**

STREET & NUMBER

**200-202 Trenton St.**

CITY, TOWN

**Cambridge**

\_\_\_ VICINITY OF

CONGRESSIONAL DISTRICT

**1**

STATE

**Maryland**

COUNTY

**Dorchester**

**3 CLASSIFICATION**

**CATEGORY**

\_\_\_ DISTRICT  
☒ BUILDING(S)  
\_\_\_ STRUCTURE  
\_\_\_ SITE  
\_\_\_ OBJECT

**OWNERSHIP**

\_\_\_ PUBLIC  
☒ PRIVATE  
\_\_\_ BOTH  
**PUBLIC ACQUISITION**  
\_\_\_ IN PROCESS  
\_\_\_ BEING CONSIDERED

**STATUS**

☒ OCCUPIED  
\_\_\_ UNOCCUPIED  
\_\_\_ WORK IN PROGRESS  
**ACCESSIBLE**  
☒ YES: RESTRICTED  
\_\_\_ YES: UNRESTRICTED  
\_\_\_ NO

**PRESENT USE**

\_\_\_ AGRICULTURE  
☒ COMMERCIAL  
\_\_\_ EDUCATIONAL  
\_\_\_ ENTERTAINMENT  
\_\_\_ GOVERNMENT  
\_\_\_ INDUSTRIAL  
\_\_\_ MILITARY  
\_\_\_ MUSEUM  
\_\_\_ PARK  
\_\_\_ PRIVATE RESIDENCE  
\_\_\_ RELIGIOUS  
\_\_\_ SCIENTIFIC  
\_\_\_ TRANSPORTATION  
\_\_\_ OTHER

**4 OWNER OF PROPERTY**

NAME

**Delaware Railroad Company**

Telephone #:

STREET & NUMBER

CITY, TOWN

\_\_\_ VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE.  
REGISTRY OF DEEDS, ETC.

**Dorchester Co. Courthouse**

Liber #: **FJH 7**

Folio #: **410**

STREET & NUMBER

**206 High Street**

CITY, TOWN

**Cambridge**

STATE

**Maryland 21613**

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

\_\_\_ FEDERAL \_\_\_ STATE \_\_\_ COUNTY \_\_\_ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

D-187

**CONDITION**

☐ EXCELLENT  
☒ GOOD  
☐ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

**CHECK ONE**

☐ UNALTERED  
☒ ALTERED

**CHECK ONE**

☒ ORIGINAL SITE  
☐ MOVED      DATE \_\_\_\_\_

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The former Cambridge railroad depot, now used as a real estate office, is typical of small town depots on the Eastern Shore and is almost identical to the one in Easton. It is a simple rectangular structure with a hip roof that has a wide overhang supported by diagonal bracing. It is a frame structure with brick below the sill level and shingle above the brick. The center of both sides is a protruding portion which appears to be the former ticket office. Three bays flank the office on each side. One small dormer is located approximately in the center on both sides.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input checked="" type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 00-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

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SPECIFIC DATES

BUILDER/ARCHITECT

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STATEMENT OF SIGNIFICANCE

An example of a small town railroad station that appears to have been built in the late 19th or early 20th century when the railroad was at the height of its importance as a means of transportation.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

The 1877 Atlas and other Early Maps of the Eastern Shore of Maryland,  
Bicentennial Edition, Peninsula Press, 1976.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Catherine L. Moore

ORGANIZATION

DATE

11/30/75

STREET & NUMBER

TELEPHONE

Route 3, Box 32

228-5963

CITY OR TOWN

STATE

Cambridge

Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

200-202 Trenton Street  
Cambridge, Maryland

FJH 7/410

This building is an example of a small railroad station of the late Nineteenth Century and is identical to the one in Easton, Maryland. It was built sometime after 1869 when the Dorchester and Delaware Railroad bought the land. The railroad was completed that same year between Cambridge and Seaford, Delaware, where it connected to a trunk line going to Wilmington and Philadelphia. The railroad provided easy access to regional and national markets for theseafood and farm produce of Dorchester County, resulting in rapid economic expansion and population growth for Cambridge in the late Nineteenth and early Twentieth centuries. The Dorchester and Delaware went bankrupt in 1883, however, and was sold to the Pennsylvania Railroad, which renamed it the Cambridge and Seaford. With the decline of rail passenger service in the mid-twentieth century the station fell into disrepair, part of it serving for a time as the Trailways Bus Station. In 1975, Hubert S. Nichols Real Estate leased the entire station from the Penn Central Railroad and converted it into the company's head office. The present building is an excellent example of the use of historic preservation in putting an old, neglected structure to practical use. The station has been repainted in the original colors and railroad antiques have been collected and placed in the office to compliment the late Nineteenth century atmosphere. The office safe is said to date from 1869.

Sources:

Dorchester County Courthouse, Cambridge, Maryland

Land Records.

Interview, Charles Powell , Vice President, Hubert S. Nichols

Real Estate, 200-202 Trenton Street, Cambridge, Maryland.

200-202 Trenton Street (continued)

Sources (continued):

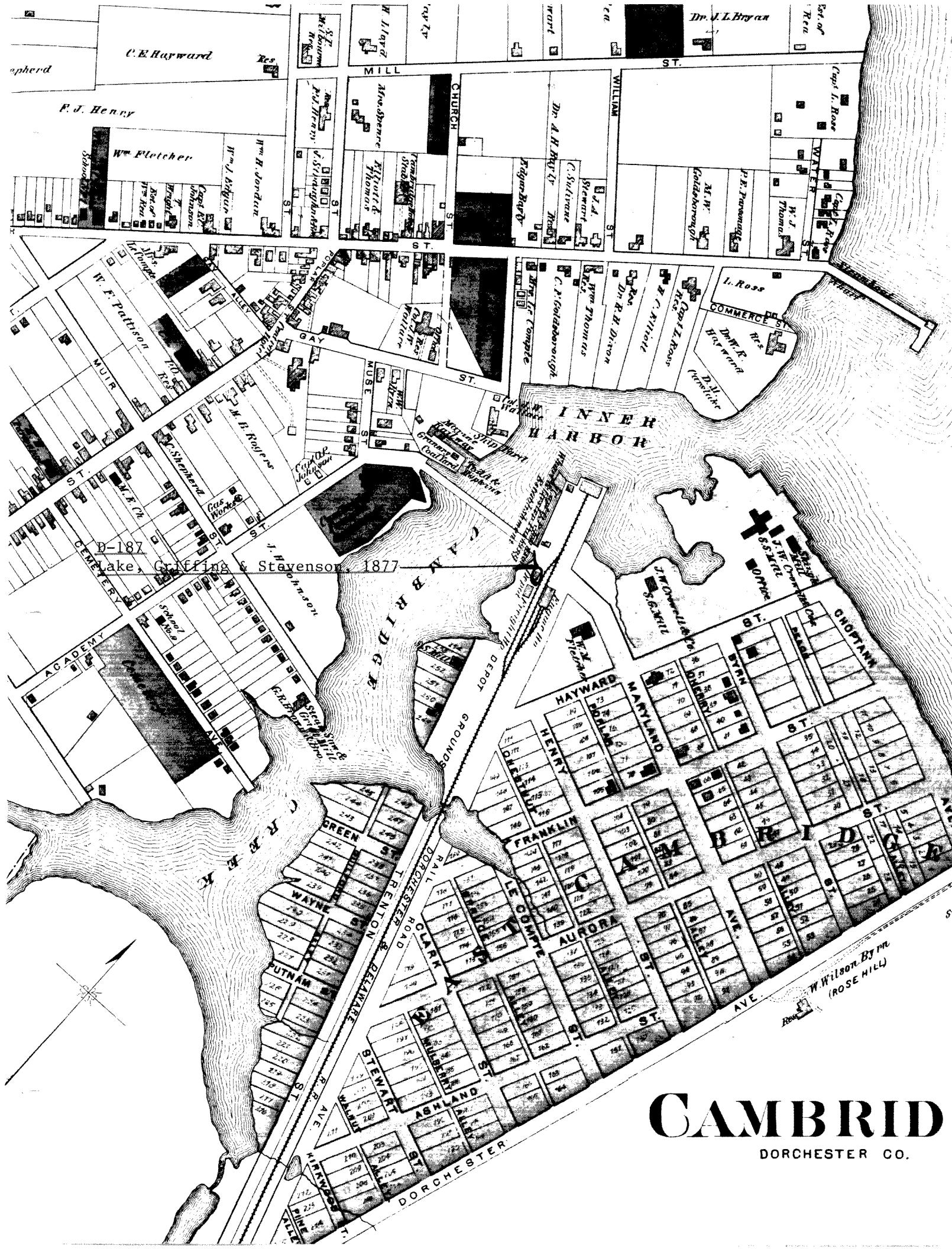
Scrapbook in the possession of Charles Powell, Hubert S. Nichols  
Real Estate, 200-202 Trenton Street, Cambridge, Maryland

Research by:

Terrance P. Walbert

1976

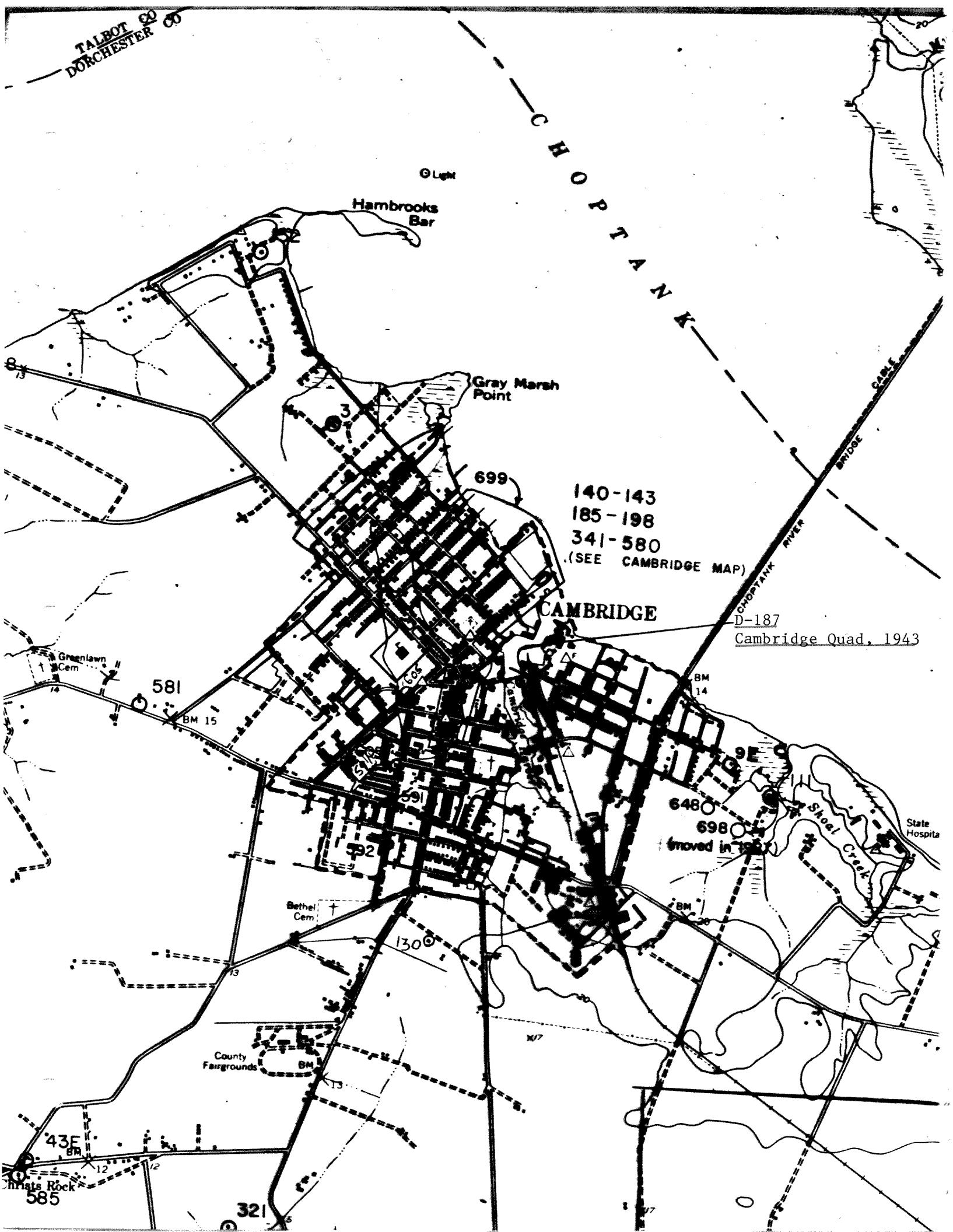


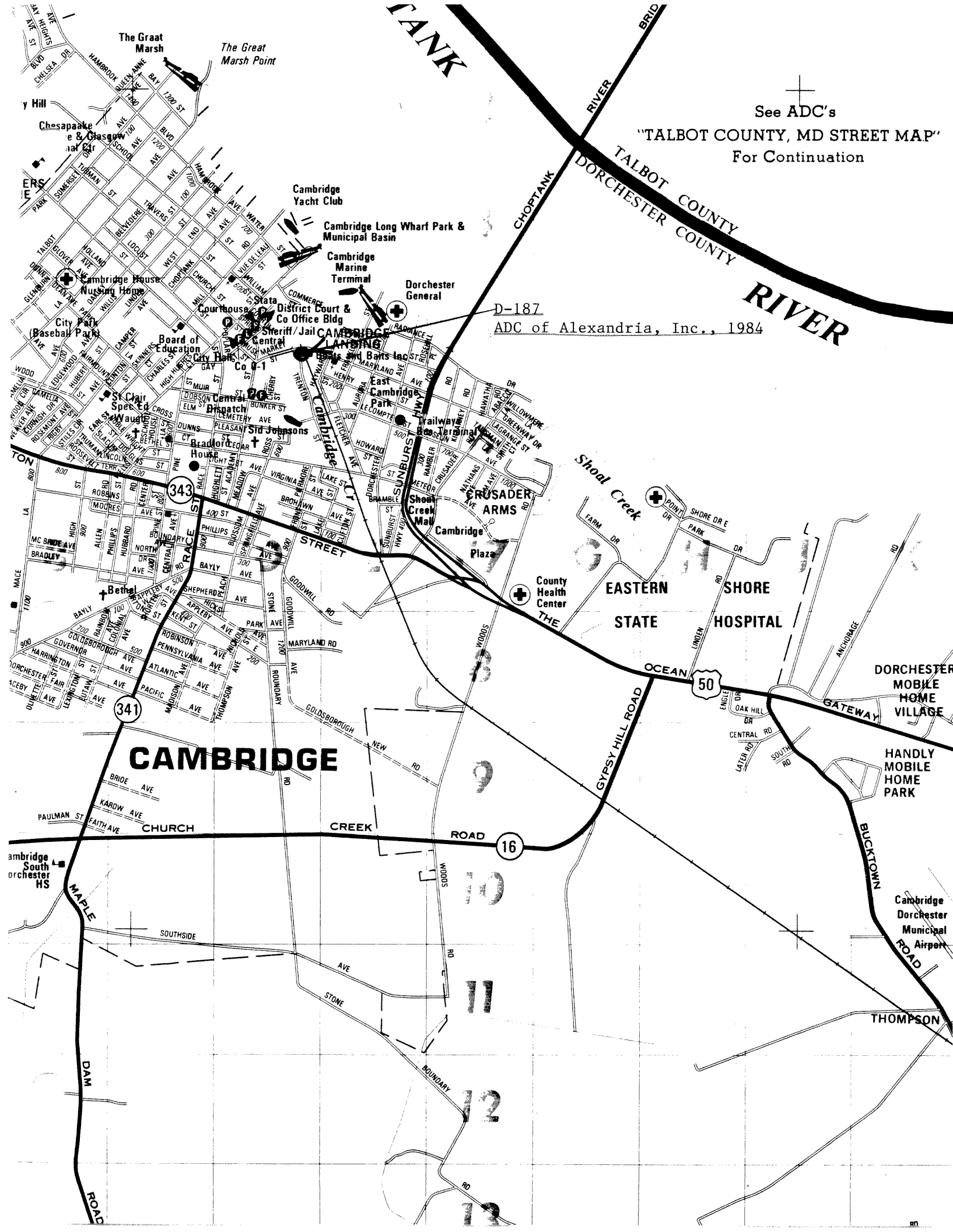


D-187  
Lake, Grafting & Stevenson, 1877

**CAMBRIDGE**  
DORCHESTER CO.

TALBOT CO  
DORCHESTER CO





See ADC's

"TALBOT COUNTY, MD STREET MAP"  
For Continuation

D-187

ADC of Alexandria, Inc., 1984

**CAMBRIDGE**

CHURCH

CREEK

ROAD 16

GYPSY HILL ROAD

50

EASTERN  
STATE  
HOSPITAL

DORCHESTER  
MOBILE  
HOME  
VILLAGE

HANDLY  
MOBILE  
HOME  
PARK

Cambridge  
Dorchester  
Municipal  
Airport

THOMPSON

The Great  
Marsh  
The Great  
Marsh Point

Cambridge  
Yacht Club

Cambridge Long Wharf Park &  
Municipal Basin

Cambridge  
Marine  
Terminal

Dorchester  
General

Courthouse State District Court &  
Co Office Bldg

Sheriff/Jail CAMBRIDGE

City Hall Co 0-1

Central Dispatch

St. John's

St. Joseph's

St. Michael's

St. Peter's

St. Vincent's

St. James' Church

St. Mary's Church

St. Ann's Church

St. Elizabeth's Church

St. Francis Church

St. George's Church

St. John's Church

St. Luke's Church

St. Mark's Church

St. Matthew's Church

St. Paul's Church

St. Peter's Church

St. Thomas Church

St. Vincent's Church

St. James' Church

St. Mary's Church

St. Ann's Church

St. Elizabeth's Church

St. Francis Church

St. George's Church

St. John's Church

St. Luke's Church

St. Mark's Church

St. Matthew's Church

St. Paul's Church

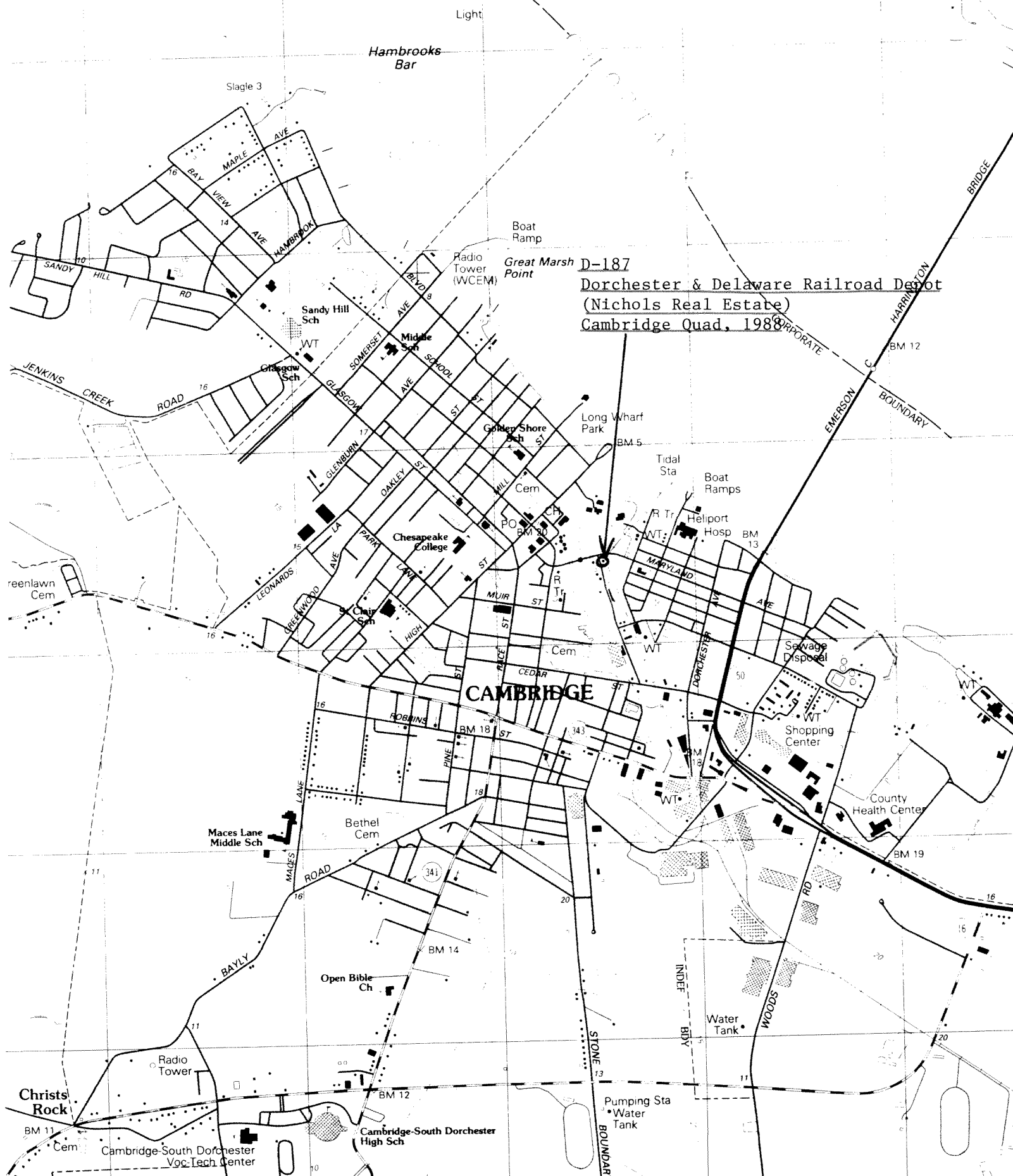
St. Peter's Church

St. Thomas Church

St. Vincent's Church

St. James' Church

TALBOT CO  
DORCHESTER CO





FOR THE U. S. NATIONAL BUREAU OF STANDARDS, 1912

D-187

1912

1912